CITY OF WASHINGTON, FRIDAY MORNING, DECEMBER 11, 1857.

TRENGTHEN and against them, by the Paris opti-can D. WOOLFOOK, who has arrived from Karops with his own, well as the manufacture of a good many others of the latest im-

USTEE'S SALE OF VALUABLE IMPROVED

ISS BROOKE informs members of Congress, and others who may intend placing their daughters at sethod in singing, that she is prepared to receive a few additional boarding its at her ostablishment, Seven Buildings, No. 138 Fennsylvania

PROF. DANIEL E. GROUX, a native of France teacher of modern languages, especially French, Spanish, an terman. Translations made with correctness and punctuality, a

A CARD.—Families that have any articles of castoff wearing apparel for women, girls, or boys, and any articles of bedding, to give away to the poor are respectfully solicited to
seal them, if convenient, to Mrs. Wardell's store, corner of 24th and
K streets, near the circle, or to either of the undersigned, who are a
committee appointed by the Sunday school of the Young Men's Christian Association, held at the Western Host house, to simply the destitute children of that neighborhood with suitable clothing.

Miss JULIA W. PARKES, 198 1 street,
between 20th and 21st streets.

Miss ANNA VIRGINIA YOUNG, 418

JAMES I. DICKINS.

Oct 29

ATTORNEY-AT-LAW, PATENT, CLAM, AND GENERAL AGENCY,

PHOTOGRAPH OIL PAINTINGS.

PROPESSOR J. C. CHURCHILL, Artist, respect-fully returns thanks to his friends and patrons for past encourage-ment, and solicits a continuance of the name. Studie at McCartey's Galliery, No. 449 Feansylvania avenue, three

THE REST RATES, FOREIGN BILLS OF EXCHANGE SOLD ON THE PRINCIPAL POINTS IN EUROPE IN SUMS TO SUIT.

GOLD CURRENCY AND VIRGINIA MONEY accounts will be opened for depositors, payable in same funds or in gold, charging the durrent rates. Checks must be marked accordingly.

Sight drafts on all the principal cities in the Union sold in sums to

Bhods and stocks sold on commission.
Chourrent money bought and sold.
Land warrants purchased at the highest rates.
SWEENY, RITTENHOUSE, FANT, & CO.,

Miss Christie Johnson

TACION OF MONTENO,

S desirous of forming classes in elecution in the schools in Washington, and will give instruction to private push in that city and in fisergetown.

Mes Johnson will give lessons to youths and professional gentlema, and also to foreigners who wish to acquire a pure English so-on.

KEEP WARM AND HAVE SPORT—I have Just received from the manufactories in Boston another supper of Wm. F. Shaw's patent gas heating STOVES, for heating parfery-dambers, duling-rooms, dressing rooms, bath-houses. Ac. the, the finest assortment of English and German SEATES for ladies, mass, gentlement, and boye. The properties with misses and boys SLEGIBS.

All of the heat quality, very handsome, and latest styles, and for ale at C. Woonwake a ferengolitan stove and Grate Factory, Nos. 318 and 322 Pennsylv zilia avenue.

Boyes, grates, parlor companions, cooking ranges, furnaces, &c., forms variety.

PURNISHED ROOMS FOR RENT.- A suite

MISSES ROOKER'S English and French Board-ing and day school for young ladies, 464 E arrest. Circulars loc 6-60;

CHARLES S. D. JONES, Oct 23—wif

LAW PARTNERSHIP.—Samuel Chilton & A. B.

WATCHMAKER AND JEWELLER. No. 34 Four-and-a-half street.

Three doors north of Pennsylvania av., sign of the Show Watches

H. GILLET, Counsellor at Law, has remained his office to his residence in Franklin Row, corner of a Thirteenth streets. He will continue to devote his attention print to cases in the United States Supreme Court.

D'IVERNOIS' HOTEL, Pennsylvania Avenue, between Seventeenth and Eighteenth streets

WASHINGTON, D. C. nent is newly furnished and arranged on the most mod

for either ladies or gentlemen.

The bar is supplied with the choicest of wines and liquidame and other delicacies in season.

SPEECHES OF BRITISH STATESMEN, FROM Waterloo to the passing of the Reform Bill. 1 vol. London, 1857. \$1 25.

Speeches of British Statesmen, from the Reform Bill to the Russian War. 1 vol. London, 1857, \$1 25.

Report on the Hadson's Bay Company. 1 vol. London, 1857. \$2 75. Report on the Hudson's Bay Company. 1 vol. Leudon, 1807. 25 27 5.

Sir John Herschell's Essays. 1 vol. London, 1857. 25 50.
Burus's Ornamental Drawing and Architectural Design, with 200 illustrations. 1 vol. London, 1857. 3 125.

Bergon's Spherical Tables for Great Circle Sailing. 1 vol. London, 1857. 25 62.

Baron Munchausen; a fac simile repetat of the original edition, with the engravings. 1 vol. London, 1857. 25 cents.

Manual of Brills for Heavy Guns. 1 vol. (Official.) Norwich, England. 37 cents.

Bourne's Catechism of the Steam Engine; cularged edition. London, 1857. 42 25.

Fortification, Eleid and Permainent; by Capt. Leudy. 1 vol. London, 1857. 42 69.

rol.

Prancis Chronicles and Characters of the Stock Exchange. I vol.

McCulloch's Essays on Exchange, laterest, Money, &c., I vol.

A Defence of Usury. I vol.

Gouge's Journal of Benking, I vol.

The Present System of Banking, Expessed. I vol.

McCulloch on Exaction and Funding. I vol., London.

Cobbett's Paper Against Gold. I vol.

Conde Raguet's Free-Trade Advecate. 2 vols.

Conde Raguet's Financial Register. 2 vols.; and many other works political economy, commercial relations, fluences, &c.

186. 10

FOR BASQUES AND CLOAKS—
Tilek black ribbed beaver cloths for cloaks and basques
Thick plain beaver cloths, for the above purpose
4 paces black habit cloths, very cheap and fine
200 shaw's of the newest and most choice styles at very mode

we are not opening any now bills.
We are not opening any now bills.
Good articles, low prices, and fair dealing may be rehed on PERRY & BROTERS.
Assoc.
Central Stores, west building, Opposite Centre Mark WILLARD'S HOTEL.—J. C. & H. A. Willard,
Pennsylvania avenue and Fourteenth street, Washington, D. C.

Con at Law, No. 16 Well street, New York,
No. 26—6mil PUBLIC DOCUMENT.

To the President of the United States:

Sin : Since entering on the administration of the Post Office Department I have ventured on no new theories, nor attempted any innovations on the well-tried system established and practised upon by my predecessors. I have contented myself with endeavoring, as far as in my power, to perfect existing arrangements, and extend its facilities equally and fairly to every portion of our widely-extended country. In examining its present condition, it is worthy of observation that, while the total number of post offices created during the twenty years from 1827 to 1847 to 1847, was 11,444. On the 30th of June, 1827, the number established in just half that length of time, from 1847 to 1857, was 11,444. On the 30th of June, 1827, the whole number of post offices in the United States was 7,000; in 1837, 11,747; in 1847, 15,146; and on the 30th of June, 1857, 26,586. During the last fiscal year there have been 1,725 offices established and 704 discontinued, being a net increase of 1,021. The number of postmasters appointed during the year was 8,680. Of these appointments, 4,767 were to fill vacancies occasioned by resignation; 1,681 by removal; 238 by death; 269 by change of names and sites; and 1,725 by the establishment of new offices. The total number of offices at this time is 27,148, of which 368 are of the class denominated presidential, their incumbents being subject to appointment by the President and Senate. The commissions of the higher class run four years from the date of confirmation, but those of the lower are not limited.

TRANSPORTATION STATISTICS.

On the 30th of June last there were in operation 7,888 mail routes. The number of contractors was 6,576. The length of these routes is estimated at 242,601 miles, divided as follows, vis:

23.530 miles.

Compared with the service reported on the soun of June, 1856, there is an addition of 2,959 miles to the length of mail routes; 3,598,170 miles to the total annual transportation—being about 5 per cent.; and of \$586,572 to the cost, or 9 7-10 per cent.

The aggregate length of railroad routes has been in the aggregate length of railroad routes has been in the second to the seco

nual transportation—being about 5 per cent.; and of \$586,572 to the cost, or 9 7-10 per cent.

The aggregate length of railroad roates has been increased 2,207 miles, and the annual transportation thereon 2,458,648 miles—11 2-10 per cent.; at a cost of \$249,458, or 11 8-10 per cent.

The length of steamboat routes is greater by 294 miles, and the annual transportation by 277,949 miles, costing \$131,243 additional, or 6½ per cent. on transportation, and 15 2-10 per cent. on the cost.

The expense for this species of service was increased, in one case alone, \$28,200 without any additional service—
that is, owing to the failure of the contractor on the New Orleans and Key West route. By act of Congress \$7,200 additional was also allowed between Bainbridge, Georgia, and Apalachicola, Florida, without additional service. A route was put in operation on the Missouri river on the list of June last, at \$85,000 per annum, including side mails by horse or coach, and regular land service during the suspension of navigation. Steamboat contracts were also made between Paducah, Kentucky, and Cairo, Illinois, at \$6,006 per annum; and between Columbus and Bay Port, Florida, at \$7,000; and a fourth weekly trip commenced between New Orleans and St. Francisville, at \$8,323. On the other hand, a reduction of \$15,719 per annum was effected by discontinuing service between Chattanooga, Tennessee, and Decatur, Alabama, and curtailing the Nashville and Memphis route so as to end at Cairo, Illinois. Such are the more prominent changes in the steamboat service.

In the New England States, during the past year, the coach transportation was slightly decreased, but the cost increased \$11,264—the amount allowed by Congress to a falling enterther.

In Missouri there is a seeming reduction of coach service 1,366 miles in length of routes, 137,960 miles annual transportation, and \$43,174 in cost; but it must be noted that the Missouri river contract, above referred to, absorbed much coach-service, which, to a great extent, will continue as such, although, under the circumstances, unavoidably reported under the head of steamboat transportation.

ces, inavorancy reported under the head of steampost transportation.

In Tennessee there is a disproportion between the miles and cost of coach-service, the cost only being increased. This is accounted for by an allowance for expediting in the gap between the Virginia and Tennessee and the East Tennessee and Virginia railroads, and other changes.

In other States there have been no changes requiring

creased.

There is nothing of note in connexion with the California, Oregon, New Mexico, Nebraska, and Kansas

The cost of the Utah routes was increased \$17,500 by the allowance of that additional pay, under an act of Con-gress, without any increased service, on the route between Salt Lake and San Pedro.

gress, without any increased service, on the route between Salt Lake and San Pedro.

The additional length of inferior routes is only 1,582 miles, owing partly to the fact that during the year ending 30th June last comparatively little new service of this description was put in operation. The large increase of such service reported 30th June, 1856, arose from new routes established by Congress, amounting to nearly 6,000 miles, in the northwestern and southwestern sections alone, and from other extraordinary service.

The increased cost over that of 30th June, 1856, (\$124,-401.) may be explained by the additional expense under the new contracts commencing 1st July, 1856, in the middle section of the Union (\$63,533.) while there was a decrease in the length of routes of this grade; and the allowance of \$17,500 on the Salt Lake and San Pedro route, without additional service, must also be taken into account.

count.

As already stated, the extension of railroad service has been very great; and in order to exhibit this more plainly, the locrease is given separately in five geographical sections as follows:

t carrying the met. It	length of route.	Additional miles of transporta- tion.	Additional cost.
New England New Jersey, Pennsylvan Delaware, Maryland, a	187	di of 26,123 o	. 611,149
Ohio Virginia, North Carolina, Soc	907	1,257,075	119,208
Carolina, and Georgia Michigan, Indiana, Illinois, a	184	171,078	19,899
Wisconsin. Kentocky Tennessee Alaban	586	650,088	71,267
Mississippi, and Louisians.		354, 284	27,935
Total or magnety of	2,207	2,458,648	249,458
The letting of new or	ontracts fo	or the term cou	nmencing

Ist July last embraced the New England States York.

The following table shows the new service as tion on the 30th September:

7,099,505 474,608 \$718,840 27,348 4,604,426 3,276,073

15,454,612

Total 27,408

Compared with the service on 30th June last, there appears to be a decrease of 791 miles in the length of routes, and 823,034 miles in the annual transportation, while the cost is increased \$120,044.

The comprehensive report of the Auditor, hereto appended, will be found to contain a mass of statistics skilfully prepared, and so judiciously arranged as to present with clearness and precision the financial operations of the department, in their various branches, during the past fiscal year.

The expenditures of the fiscal year ending June 30, 1857, including payments to letter-carriers and for foreign postages, amounted to \$11,508,057 93, viz:

'suspense account' be deducted, the net expenditures for the year will be \$11,507,670 16. The gross revenue for the year 1857, including receipts

to \$1,303,951 16, VIZ:	
Letter postage	\$983,20
Stamps sold	5,447,70
Newspapers and pamphlets	634,86
Registered letters	35,87
Fines.	1204
Receipts on account of emoluments	79,30
Receipts on account of letter-carriers	154,7
Receipts on account of dead letters	6,73
Extra compensation overcharged	1,60
Miscellaneous receipts	9,73
stroffensis vii id	7 959 9

But if to the gross sum above stated be manent annual appropriations made by the acts of March 3, 1847, and March 3, 1851, in compensation for services rendered to the government in the transportation and delivery of franked matter, the whole revenue of the year will be 88,053,951 76, being \$3,453,718 40 less than the

ESTIMATES OF RECEIPTS AND EXPENDITURES IN 1858.

ated by the act of Congress	the then but applied to
approved March 3, 1857.	to silt the sitt dollar
for the regular expendi-	
tures of the year ending	alebanicas Trentralegic w
June 30, 1858, exclusive of	into atomico foresti s
the transportation of for-	Stemphistor (School es d
eign mails, of payments for	seeks with a size we
foreign postages, and to	Mr. wall been not that a
letter-carriers, was	\$11,173,247
For Panama mails, act of	ner i dispersore dance a tiera sal
March 3, 1857	135,000
For Charleston and Havana	militaria il un Bio river
mail, act of March 3, 1857	50,000
For the transportation of the	on at the tensioner
mails between New York	Garage of proset and other in-
and Havre, and New York	as the consider. By the
and Bremen, under the new	that the unitoned from
contracts authorized by the	'salt on not lifter 1.2 of
act of March 3, 1845, and	book stage Here between
July 2, 1836, there will be	inners because on all our
required the sum of	230,000
For payments to letter-car-	ne of sizaebinos reac
riers, act of March 3, 1851,	no al un chiere blass to
estimated	165,000
Payments for foreign postages,	and Time the security
estimated	300,000
order Logary has of self said	the costs (200 Secretary)
Total	\$12,053,1
The means applicable to def	ray the fore-

1,163,886 10.584.074

safe remittance of small sums of money through the mails by means of orders drawn upon one postmaster by another having been frequently urged upon this department as a matter worthy of its attention, it is deemed proper here to state that on the 31st January last my predecessor transmitted to the chairman of the Committee on the Post Office and Post Reads in the House of Representatives, in compliance with his request, the outline of such a plan as might be put in operation in this country. The submission of it does not appear to have been accompanied by any recommendation of the department, nor does it appear that the honorable committee acted upon the subject. A system of remitting sums of money not exceeding £5 sterling (\$25) in amount was adopted by the British Post Office Department in 1839, and some idea may be formed of the growth and extent of its operations from the following brief statement derived from the Annual Report of her Majesty's Postmaster General, dated March 17, 1857:

Number and amount of money-orders insued in the United King-

Years chiling	No. of orders issued in sums not ex- creding £5 stor- ling.	Aggregate am't in psundsuter- ling.
January 5, 1840	188,921	£313,124
January 5, 1845 December 31, 1850	2,806,803	5,695,395 8,494,498
December 31, 1855	5,807,412	11,009,279
December 31, 1856	6,178,982	11,805,562
OCEAN STRAMSHIP A	ND FORRIGN MAIL ARR	A PROPERTY OF THE PARTY OF THE
The contract with	the Ocean Steam Nav	rigation Com-

paid under the contract.

The original contractors on the New Orleans and Vera Cruz line having abandoned the service, I made a temporary contract with Mr. C. K. Garrison for semi-monthly trips on the line at \$1,210 93 the voyage, or \$29,662 32 a year. This is the same rate of compensation paid the old contractors, who, although their contract called for three trips a month, never performed but two. The present contract will expire on the 30th June next, the date fixed for the expiration of the original contract.

tract.

By its terms the contract with the Pacific Mall St. 7,353,951 76 ship Company for semi-monthly service from Astoria, by San Francisco, &c., to Panama, expires on the 1st October added the perber, 1838, while, under the decision of the Navy Depart-ment, the contract of the connecting lines on this side runs until 1st October, 1859. Therefore, to keep up the connexion with the Pacific line, as provided by law, and as originally contemplated, it will be necessary to extend the contract on the Pacific one year; and as the Pacific Mail Steamship Company have performed their service generally in a highly creditable and satisfactory manner, I cheerfully recommend an appropriation for such ex-tension.

generally in a highly creditable and satisfactory manner, I cheerfully recommend an appropriation for such extension.

The aggregate amount of postages (sea, island, and foreign) on mails transported during the year by the steamers of the New York and Liverpool (Collins) line was \$210,463 03, which is a heavy decrease as compared with the amount (\$461,575 94) of the previous fiscal year. It should be observed, however, that the additional allowance to this line authorized by the act of 21st July, 1852, having been terminated on the 20th of February, 1857, and six yearly tripe dispensed with from and after that date, twenty round trips only, instead of twenty-six, as formerly, were performed during the year.

The postages upon mails conveyed by the New York and Bremen line were \$137,754 78, and by the New York and Havre line \$97,950 05; being a decrease of \$5,491 74 by the Bremen, owing to the fact that much of the time there have been several foreign steamers running and carrying ship-letters on this line, and an increase of \$2,125 02 by the Havre line, as compared with the fiscal year ended 30th June, 1856.

The amount of letter postages upon mails exchanged during the year with Great Britain was \$874,194 75; Prussia, \$296,872 57; Bremen, \$52,082 99; France, (from 1st April to 30th June, 1857.) \$41,188 19; Hamburg, \$1,059 60; being a decrease on British mails of \$23,453 95, on Bremen mails of \$27,406 86, compared with the preceding year.

Of the amount of postages on mails exchanged with Great Britain, \$574,194 75 was collected in the United States and British postages thus collected in the United States and British postages thus collected in the United States and British postages upon mails exchanged with Frussia, and of \$32,494 15 on mails exchanged with Frussia, and of \$32,494 15 on mails exchanged with Frussia, and of \$32,494 15 on mails exchanged with Bremen, was collected in this country.

The gross amount of United States postage, sea and inland, on mails transported during the year, was By the Collins

Havre line, (12 round trips) 99,042 47
The ocean postage upon mails conveyed by the Collins ne amounted to \$154,445.93 line amounted to

By the Bremen line - 84,231 19

Havre line - 73,716 37

The following statistics will exhibit the operation of the United States and British postal treaty during the last four years -

as in opera-	the treasury, such as the transportation of the mail by sea between San Francisco, California, and Olympia, W.		By U. 8.	steamers.	By British	steamer
Cort	T., between New Orleans and Vern Crus, Mexico, and for the mail on Puget's Sound, W. T., because the means	to a configuration of the	Letters,	Newspire:	Letters.	Newsp'r
\$718,840 27,348 208,468 144,093	of receipt and expenditure, the resulting balance to be provided for would still be the same.	Ending June 30, 1854.	2,026,727		1,991,859	1,533,1
1,098,749	The adoption of some plan for the more convenient and	dy 98 investment of	6,860,567	5,520,061	9,106,560	6,625,3

TO OUR SUBSCRIBERS.

el Polistidas o	0.1	Lette	en.	News	p'cs.	Letters.	Newsp'
ading June 30, 1854 ading June 30, 1855 ading June 30, 1856 ading June 30, 1857.		1,937 1,997 1,917	572 571 934	1,95 1,95 2,04	1, 268 1, 102 1, 466	1,911,51	1,179,
At go lege, soon and to lege to the lege t	reat Britain.	Unpaid received.	\$190,268 16	16,65	629,336 88	1,962.206 54	or Frame of the control of the contr
of Complete and	Collected by G	Paid sent.	#125.C	156,942,18	90 915 229	is Great Reliain	erapii del pergyi to l'amplote Jakkon terana H p' of ca
Collected to eat	United States.	Onpaid received.	\$363,526,32	306, 807, 12	1,208,578 06	2,419,118.95	di-uen e di
to control of the con	officient by the	Paid sent.	95	15. 15. 15. 15. 17. 18. 17.	1,120,540 87	United States.	
	iqini bate or	elidă paleni paleni	June 30, 1854	g June 30, 1856 g June 30, 1857.	flect flect m be fette	officetions in the	usta dari of ni eve ta na etok ukupustyo ezodaten

Excess of British postages collected by the United States was above the total amount of United States postages Allected Great Britain. Total excess in four years. 518,006 05

the case have be all the case and the star of the case be	U. States closed mails in tran- sit through En- gland.	British closed mails in transit through the United States.		
merry of the control	U. S. and Prus- sian closed mails.		California, Havana, &c	
Ending June 30, 1854 Ending June 30, 1855 Ending June 30, 1856 Ending June 30, 1857	Ounces. 227, 556 314, 461 314, 808 341, 535	Ounces. 206, 224 \ 244, 209 \ 251, 680 250, 323 \	Ouncer. 25,0263- 28,366 26,432 28,7983-	
Total U. S. closed mails	1,198,360	952,437	108,619 952,437	
Add the add to be over	to medial	Total Br. closed mails	1,061,056	

Year -	U. S. mails in tran- sit through Eng- land.	British mails in transit through the United States.		
A part of the section	U. S. and Prussian closed mails.	Canada maile.	California Havana &c.	
Fuding June 30, 1854 Ending June 30, 1855 Ending June 30, 1856 Ending June 30, 1857	50,417 -49,953 -65,722 -90,486	790,046 996,892 809,197 976,244	49,044 35,200 50,722 52,075	
vibrial gran contribution of a	256,578	3,572,379 187,047	187,047	
stale-arrelation to said	con and de for	3,759,426	alteM_5	

Nors.—The transit charge upon newspapers is 2 cents each

source on bening	By U. S	. steamers.	By British steamers.		
herri Year-	Letters, in ownces.	Newspapers.	Letters, in ounces.	Newspa pers.	
Ending June 30, 1854 Ending June 30, 1855 Ending June 30, 1856 Ending June 30, 1857	269,318 262,511	46,763 299,311 295,136 97,141	385,870 317,71834 330,409 461,25834	842,746 782,746 630,500 1,021,666	
n distribution of the con-	814,160	738,351	1,445,255%	3, 277, 65	

By Great Britain to By the United State United States, to Great Britain. Year-\$54,926 21 84,471 68 84,127 53 64,969 30 \$91,926 68 109,363 92 115,598 66 150,868 90 ding June 20, 1854 288,394 72 467,098 05 288,394 70 Balance in favor of the British office. 179,303 33

Fiscal year ended June 30, 1857----- 43,501 34 Total balance in favor of United States in 4

Bulances due Great Britain on adjustment of accounts.

4 years----- 619,867 59

Total balance against the United States in

It will be seen that the excess of British postage alone collected in the United States is very considerable, amounting the last year to \$193,287 47. This, as explained in previous reports, results disadvantageously to this department, inasmuch as its postmasters are paid commissions for collecting. Its expenses the last year on this account have been not less than \$75,000. The large increase in the excess of last year arises mainly from the circumstance that nearly two-thirds of the trans-Atlantic mails have been conveyed by the Cunard line of British mail packets, and, when thus conveyed, nearly four-fifths of the postage goes to the British government, saying nothing of the still greater proportion it receives on mails to conveyed for countries beyond England. In the final settlement, too, it will be observed that the balance is overy year largely against the United States, and that for the year ending 30th June last it reached the sum of \$264,918. A part of this, however—to wit: \$43,501—has been received back in the balance paid to the United States on final adjustment by the Prussian office, thus reducing our indebtedness to \$221,417. Under the arrangement with Prussia, the balance is in favor of this department, because the United States provides for the ocean as well as British transit conveyance of the Prussian closed mails; but the general balance mails continue to be largely against the United States while so great a proportion of the mails are conveyed by British packets. Whether it is more desirable to be subject to this outlay for the transmission of our mails abroad than to incur probably a still greater expense in fully

robably a still greater expense in fully